



News from

TOM TANCREDO

Colorado's Sixth District Representative

1130 Longworth House Office Building • Washington, DC 20515 • (202) 225-7882

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CONTACT: CARLOS ESPINOSA

(202) 225-7882

TANCREDO ANNOUNCES OPPOSITION TO “FASTTRACKS” *Cites Negligible Impact on Traffic Congestion, Unrealistic Financing Projections in Opposition to Regional Tax Hike*

WASHINGTON, D.C. – U.S. Congressman Tom Tancredo (R-Littleton) today announced that he will not support the RTD “FasTracks” proposal in the upcoming election. According to the Front Range Congressman, his opposition to the 67% tax hike is based on several factors, including its reliance on nearly \$1 billion in federal funding –which may never materialize.

“FasTracks supporters are counting on more than \$800 million in federal grants appearing out of thin air for this to work. That’s pretty optimistic when we don’t even know if several of these lines will be eligible for – let alone receive – federal funding,” said Tancredo, “Banking on the federal government to foot 20% of the bill just isn’t a safe bet.”

Tancredo cited funding for the Southeast Corridor which has been underfunded by more than \$20 million to date – despite the fact that the project enjoys broad bi-partisan support, remains a top priority for the Federal Transit Administration and met necessary criteria to qualify for a Full Funding Grant Agreement.

He also questioned the benefit that the multi-billion spending project would provide for metro-area commuters. According to the Denver Regional Council of Governments, a supporter of the plan, FasTracks impact on highway travel speeds will be negligible at best. In addition, they go on to point out that at best, only about 4% of daily commuters will utilize the system.

“Spending so much on a transit system that will serve so few commuters – just four percent – just doesn’t make sense,” said Tancredo, “Three percent of the public walks to work, but no one in their right mind would propose a \$5 billion sidewalk improvement as a viable solution to regional traffic woes.”

“The fundamental reality is that four of every five commuters drive to work every day,” concluded Tancredo, “Does that mean we shouldn’t invest in transit? Of course not. But if our goal is to really address the traffic congestion that is driving us all crazy, we can’t ignore our highways and spend billions on trains that comparatively few people ride.”

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